

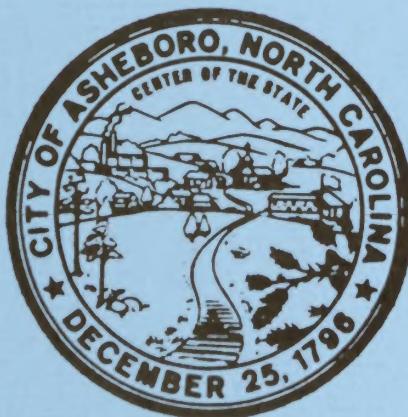
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COMMUNITY FACILITIES PLAN & CAPITAL IMPROVEMENTS BUDGET

JAN 26 1977



City of Asheboro
North Carolina

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16. Abstracts This report revises and updates the Community Facilities Plan and Capital Improvements Budget that was prepared in 1970. It reviews and analyzes existing services and utilities and make recommendations relative to needed levels of improvements for the duration of the community's twenty-year planning period. The Capital Improvements and the financial obligations of the city during the next five years. (1977-82)				
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INTRODUCTION

The Community Facilities Plan updates the original study done in 1970. It is designed to provide government officials with a frame of reference within which they may anticipate and meet future changes and increases in community service demands. The plan provides the foundation from which these officials may continue to provide adequate community services and facilities by anticipating future community needs, establishing priorities and standards.

Based upon personal interviews with local governmental officials and others, the existing facilities and services in each of the following broad categories are analyzed:

Public Safety Functions
Public Works
Social and Cultural
Civil Buildings & Other Services

METHODOLOGY

Community facilities and services should be planned and programmed in accordance with the anticipated growth or decline of the population in the town's planning area. In Asheboro's case, both economic growth already taking place in the planning area and the likelihood of future annexations must be taken into account. Therefore, it would be prudent to use population projections (provided by Piedmont Triad Council of Governments) as the main criteria upon which to base future physical needs and services.

POPULATION PROJECTIONS

	<u>Present Population</u>	<u>Projected 1980</u>	<u>Population 1990</u>	<u>2000</u>
Asheboro	15,351	N/A	N/A	N/A
Asheboro Township	19,801	23,110	26,060	28,910
Randolph Co.	76,358	87,380	96,660	105,130

Three steps were utilized for the most part in planning for each facility in Asheboro.

1. Survey of Existing Facilities. Field observations of each facility along with interviews with department heads and other personnel, were used in gathering information about the quantity and quality of each facility.

2. Analysis. Each facility was evaluated , using various local, state and federal standards (in many cases adapting them to local situations). In addition, local officials were asked for the long-range aims of their departments and, as a consequence, indicated the assets and liabilities of various facilities. Finally, several professional consultants were asked to lend their expertise regarding adequacy of facilities.
 - a) Spatial considerations. Is the site or building spacious enough for current or projected use?
 - b) Locational considerations. Is the site convenient for its users? Is it located for maximum efficiency? Is it located in conformance with other land uses?
 - c) Structural considerations. Is the system or building physically sound?

3. Recommendations. The final step in preparing the plan was to make recommendations that are designed to render the planning area ready for urbanization as it occurs.

RESPONSIBILITY FOR IMPLEMENTATION

This study was prepared by the Asheboro Planning Board in the form of recommendations to the City Council with whom rests the responsibility for implementation. Considerable help was received from the following sources:

City Manager
Public Works Directors
Chief of Police
Chief and Assistant Chief of
Asheboro Fire Department
Housing Authority Director
Community Development Staff
Recreation Director

P U B L I C S A F E T Y F U N C T I O N S



PUBLIC SAFETY FUNCTIONS FIRE DEPARTMENT

An effective firefighting organization is an important asset to a community. Through good fire protection, local officials not only make life and property safer, but lower the cost of operations in business as well (because of reduced insurance rates).

Asheboro is served by two new facilities. Fire Station #1 (401 South Church Street) was built in January, 1972 and Fire Station #2 (2005 North Fayetteville Street) was built in April, 1972. Both facilities are adequate to serve the present population; however, if annexation occurs in any of the proposed areas new personnel and equipment will be needed. The proposed annexation areas are as follows:

Area #1. The present area referred to as Legend Park, and Piney Mountain Estates. This area to date has 181 homes with an estimated population of 669 persons.

Area #2. This area lies to the southeast of the city, comprising all streets south from Pine Grove Drive to Newbern Avenue; south on Bray to Kimberly Drive; north on Fayetteville Street to present city limits on Cox Road. This area to date has 501 dwellings with an estimated population of 1,853.

Area #3. This area, lying northwest of the city consists of many streets which would be most difficult for the city to service with water and sewer due to hills and rocks. However, due to great value of some dwellings, and more important, the isolation of so many persons from fire protection and other city services, it is felt that this area will eventually become a part of the city.

It is projected that this area will have approximately 300 dwellings with a population of 1,110 persons. This area includes the section off North Fayetteville Street along Northside Terrace, the extension of Peachtree Street, and Oakland Avenue; North McCrary Street extended and the remote area of Harper Drive.

Area #4. This area is an extremely large area lying between Highway #42 and South Cox Road Extension. The development of this area will be dependent upon the development and completion of the North Carolina State Zoo.

Asheboro Township is served by the previous mentioned stations with written mutual aide agreements with seven (7) other organized agencies. The municipal system and equipment are inventoried as follows:

Fire Insurance Rate	Fire Station	Location	Date Built
5	#1	401 S. Church St.	1972
	#2	2005 N. Fayetteville St.	1972
<u>Major Equipment</u>			
1971 1,000 gpm pumper 1962 750 gpm pumper 1950 750 gpm pumper 1960 1,000 gpm pumper 1974 1,000 gpm Aerial Platform 1974 Dodge Brush Truck 1975 Pontiac (Car) 1972 Ford (Car) 1972 Chevrolet (Car)			

The average life of fire trucks is approximately 20 years. Based on that figure, the 1950 750 gpm pumper is serving as a Reserve engine. The 1960 1,000 gpm pumper is being replaced this year (1976) and will serve as a back-up unit upon delivery of the newly purchased pumper.

As of October 1976 a new 1,250 gpm Pumper will add to the city's fire protection program.

The organizational structure of the fire department consists of one fire chief, one fire marshal, three assistant chiefs, six captains, twenty-five full time firemen and four female dispatchers. To complement the full-time staff, the city has 25 volunteer personnel who receive \$3.00 per fire call. (See figure #1)

Training of personnel consists of classes held daily pertaining to fire safety and maintenance of fire equipment. In addition to local training, firemen attend courses at Chapel Hill, Greensboro, etc.

To aid in fire safety, the fire department conducts periodic inspection of residential, commercial and industrial establishments. Residences within Asheboro are inspected annually, business establishments in the central business district four times a year, and industrial plants every six months. This safety effort is coordinated between the code officer and fire department. (See map #1 for stations service areas and high valued properties).

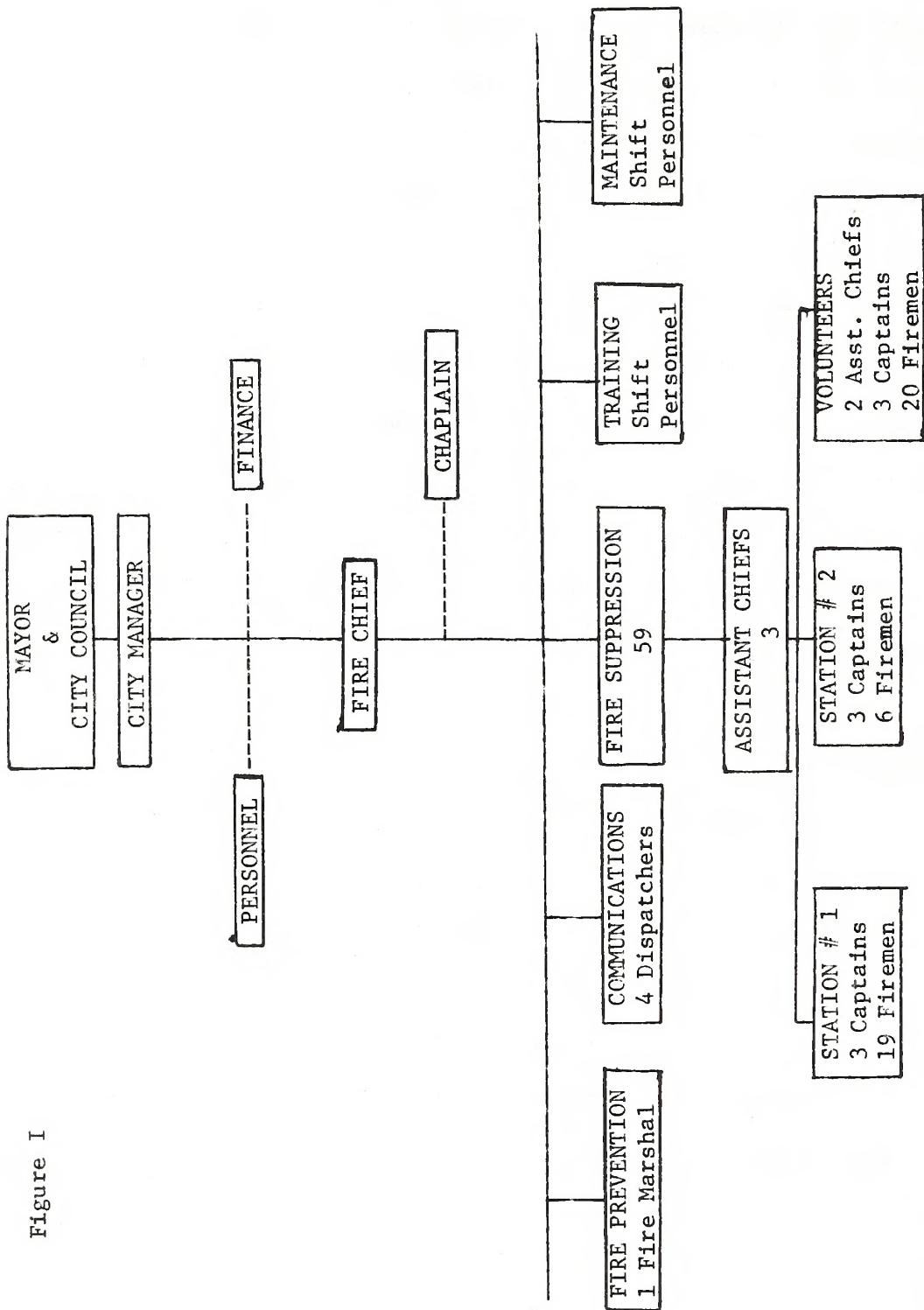
RECOMMENDATIONS

--It is recommended that employees be compensated for educational attainments on their own time.

--It is recommended that two new personnel be hired to assist in the fire prevention program.

--It is recommended that substation #3 be built in South Asheboro if annexation occurs within the previous mention areas using the following criteria:

Figure I



ASHEBORO FIRE DEPARTMENT
ORGANIZATION CHART
June 25, 1976

1. In general, fire stations should be distributed throughout the area so that each station has a primary service area extending within a radius of one and one-half miles. The actual distance varies in relation to population densities, building intensities, types of construction, traffic patterns and with relative degree of fire hazard.
2. Fire stations should be located on a street of sufficient width which is located and easily accessible to a major or secondary thoroughfare.
3. Fire stations should be located in or near areas of relatively high population densities or adjacent to commercial areas where the normal activities are greater than that occurring in low density residential areas.
4. Fire stations should not be located on a corner lot at a major intersection because of the difficulty in making turns of short radius and the increased danger in entering the flow of traffic.
5. A location on the crest of a hill is more desirable than a location halfway down or at the toe of a slope. Although a location on the crest of a hill permits faster acceleration, good sight distance is a more important consideration.

6. Fire stations should not be located in close proximity to traffic control signals because of the possibility of vehicles blocking the point of ingress and egress.
7. The site should be of sufficient size to allow provision of adequate training, sleeping, eating and recreational space for the total number of men to be accommodated at any one time.
 - If substation #3 is constructed, additional personnel will be needed; therefore it is recommended that Asheboro begin considering the Public Safety Officers Concept. (Firemen-Police Officers)
 - The city should start a capital reserve fund for the construction of the new station.
 - To alert the area's citizens to the dangers of fires and to instruct them in methods of preventing disasters, the Asheboro and rural fire departments should conduct comprehensive educational programs through:
 - a) Lectures at schools and group meetings
 - b) Leaflets containing instructions on methods to check fire hazards in the home
 - c) Films, tapes and slides
 - d) Local newspapers and radio stations

POLICE DEPARTMENT

The Police Department provides law enforcement within the city limits only; however, the department does patrol city owned property outside the city limits and cooperate with the Sheriff's Department on special cases and upon request.

The Police Department consists of one chief, one captain, six lieutenants, six sergeants, four detectives, two recording officers, two secretaries and twenty-two uniformed officers. With a total of 44, the town has 10 cars, six used continuously by uniformed patrols.

Police headquarters, located in City Hall, are unquestionably in need of many improvements. Some of the major shortcomings are:

- rooms for storage of equipment
- locker rooms
- space for files
- area for interrogation
- identification rooms
- staff meeting rooms
- administrative offices
- offices for closely related operations

Additional parking is needed for the department, as well as other city personnel.

The city does not have jail facilities; therefore, Randolph County jail facilities are being utilized. Prison authorities currently do not recommend the construction or operation of jails by other than large cities, and in North Carolina the legal mandate for local jails rests with the counties. For towns or cities in which a county jail facility is located, not even temporary "lock-up" facilities are recommended.

There already is a need for a full-scale local training program conducted by a full time training officer, a need which will grow rapidly as the city continues to expand and the drug scene increases.

Also, the neighborhood police concept is becoming popular which will increase the need for a full time public relations officer and/or training officer.

The city is presently being patrolled in zones. (See map #2). Zones number 14, 10 and 8 are heavily patrolled due to high valued property and increased disturbance complaints.

Recommendations.

--It is recommended that Asheboro take the lead role in trying to establish a new Law Enforcement Center to be shared by the Randolph County Sheriff Department, North Carolina State Patrol and Asheboro Police Department.

--It is recommended that the city purchase an additional car through State grants each year until no more than two cars are used 24 hours per day.

--It is recommended that a public relations officer be hired.

--It is recommended that the Police Chief and Fire Cheif prepare a joint study on the Public Safety Concept and its applicability to Asheboro.

--Until the police department acquires a new facility, it is recommended that city employees, except for persons requiring continuous use of their vehicles provide their own parking. This action will make available visitors parking and storage for police vehicles not in use.

P U B L I C W O R K S



PUBLIC WORKS FUNCTIONS

Water System. Raw water for Asheboro is obtained from three impounding lakes on a Back Creek Tributary stream west of the city. The major source is Lake Lucas having a 1 1/4 billion gallons capacity. Lake Bunch (1,2, & 3) serves as back-up raw water supply. Bunch lakes are not used at the present time because (1) the water supply depletes rapidly and (2) they are not needed at the present time.

Water is treated at the plant on Winslow Street, and is pressure transmitted throughout the system, by a main pumping station at the treatment plant, and by supplemental pumps located where needed throughout the city. Almost the entire developed area of the city presently is served by water lines, and extension of lines as needed is a relatively simple and inexpensive procedure; thus, water line extensions are not included as a capital expenditure.

Consumption Rate. The average consumption rate is approximately 3.2 mgd at the present. The peak consumption rate (4.3 mgd) will be experienced during the latter part of July and the first of August, when the plants are increasing productions after vacations and residences and business are using more water due to the extremely hot weather.

Adequacy for Current and Future needs. Asheboro's present water system is adequate for current needs but will probably be inadequate for the last half of this planning period (1975-1995). The city is proceeding with land acquisition preparatory to creating a new lake (#5) with a proposed yield of 12.2 mgd.

Extensions Beyond the City Limits. The city does not expend any funds to extend water service mains beyond the existing corporate limits; however, the city will enter into special agreements with private property owners or subdivision developers. The contents of the contract require the developers or property owners to pay the full cost of the extension of the water main with the city doing the work. A second agreement would involve the employment of a private contractor by the developer or property owner to install the water line under the specifications and plans approved by the Public Works Department. Each contract is negotiated for the existing situation; however, the lines extended are large enough to provide expansion in the future, extension to other areas that are beyond the immediate area that is being served, and are large enough for fire protection when and if the area is annexed.

Current Problems. The major problem facing Asheboro is the approaching likelihood of a water supply shortage, occurring in the mid-to-late 1980's. The city has begun acquiring land at the site of a proposed fifth lake (as mentioned above) and must continue to do so over the next five or ten years. The water treatment plant and distribution system presents no major problem in the foreseeable future.

Future Plan. Taking into consideration the above items, the city will need to proceed with the creation of a fifth lake and normal maintenance within the planning period.

Recommendations

- The city should continue their normal program in order to avoid major problems.
- The city should continue with a program of land acquisition preparatory to the creation of a fifth lake for raw water provision.
- Two inch water lines should be replaced by six inch lines to increase the water pressure in the older section of the city.

EQUIPMENT

Make	Model	Capacity	Expiration Date
Ford flat bed	1962		Temporary use
Chevy pick-up	1972	3/4 ton.	1977
Dodge Car	1974		1980
Ford Van	1974		1979
Tractor Mower	1975		1980

SANITARY SEWAGE SYSTEM

The City of Asheboro operates a 4.0 mpd Trickling filter type waste treatment facility that discharge to Hasketts Creek, a class "D" stream. Population projections indicate the present design capacity of this facility to be adequate until and beyond 1980. Assimilative capacity calculations indicate this facility should be upgraded to produce an effluent ultimate BOD of 20 to 25 mg/l to protect water quality in the receiving stream; however, should Hasketts Creek be reclassified as a "C" stream, the required effluent ultimate BOD limit would be 10 to 15 mg/l.

Asheboro's Public Works System is different in its operations compared to most communities of its size. The treatment plants (water and sewage) are supervised by one individual; whereas, the lines (water and sewer) are supervised by a second person. Also, each division within the Public Works Department has individual "heads".

Each individual reports to the City Manager instead of a Public Works Director. This supervision system may not be the best use of personnel; however, this decision should be made by the city manager and/or Personnel Director.

The following is a list of equipment used in the water and sewer line extension and repair division.

EQUIPMENT

Make	Model	Capacity	Expiration Date
Ford	1970	2 1/2 ton	1980
Plymouth (Wagon)	1964		1977
Chevy Truck	1970	1/2 ton	1978
Chevy	1969	1/2 ton	1978
GMC	1965	1/2 ton	1977
Chevy	1968	1/2 ton	1978
Dodge (Car)	1974		1980
Chevy Truck	1975	2 1/2 ton	1981
Chevy Truck	1973	2 1/2 ton	1981
Backhoe	1968		1977
Backhoe	1969		1978

RECOMMENDATIONS

- It is not advisable to make any recommendations relating to waste treatment plant expansions until the 201 facility study is finalized.
- Additional personnel should be hired and trained to conduct tests and operate the modern treatment plant.
- The city should consider evaluating their present anti-cost extension of sewer and water lines into the fringe area and/or make future plans to annex adjacent areas needing sewer services.

SANITATION DIVISION

The Sanitation Division makes collections in residential areas twice a week. Business locales "pick-ups" are made as needed but not more than one pick-up per day. Industries provide their own pick-up service. Other services provided are street sweeping, street flushing, and leaf pick-ups.

A 253 - acre landfill site is located on the edge of the planning area in North Asheboro. The landfill is owned by the county and is projected to be adequate until the year 2000.

Equipment available includes:

(See next page for list)

<u>Make</u>	<u>Model</u>	<u>Capacity</u>	<u>Replacement Date</u>
Wayne Street Sweeper	1969		1976
Chipmore Chipper	1971		1980
International flusher	1966		1980
Ford Flusher	1975		
Flat Bed dump truck	1969	(used on 1 or 2 days per week)	
Ford Flat-Bed	1965		Use-as-space
Ford Flat-Bed	1965		Use-as-space
Dodge Car	1974		1979
Chevy Truck	1968	1/2 ton	
Chevy Flat-Bed dump truck	1975		
Ford Dumpster	1973	25 cubic yards	1979
Ford Dumpster	1972	31 cubic yards	1978
Ford C-900 rear loader	1970		1980
Ford C-900 rear loader	1971		1981
Ford C-900 rear loader	1973		
Ford C-950 rear loader	1968		1977

Extensive annexation would, of course, necessitate the purchase of more equipment (to be stored at the City's inadequate garage) and the hiring of additional personnel. Regardless of whether the City increases its boundaries, it is recommended that the previous listed equipment be replaced in relationship to the replacement date. Most cities used the life expectancy date to renew equipment; whereas, Asheboro's Public work Supervisors used the general maintenance bill to decide whether some equipment should be replaced.

Some problems faced by the County Land-fill operators are lack of standard containers used at the entrance of the land-fill and inadequate soil erosion control.

RECOMMENDATIONS

- Replace trucks and equipment as indicated.
- A public information program should be considered dealing with the local government, ordinances and policies of the town.
- The city should re-study the collection routes periodically to assure the citizens of the best services.
- The industrial users should be charged a fee to use the land-fill based on cubic yardage dumped.
- The Sanitation Work Shop should improve its quarters to provide shower rooms, lockers and other facilities to negate some of the unpleasant tasks involved in this type job.

CITY GARAGE AND STORAGE YARD

The City garage and yards, located at the corner of White Oak and Forest Streets are inadequate. The garage is too small for the dual purpose it now serves (inadequate bays and storage for the town's equipment). This facility serves as the headquarters for Sanitation, Civil Defense, Street Department, Cemetery Department Sign Department, Equipment Storage for the Recreation Department, Water and Sewer Department (Meters and Construction Department etc.)

Most standard equipped vehicles owned by the city are served at this location; however, some of the heavy equipment is returned to the manufacturer for service or a specialized mechanic comes to the site.

Inadequate mechanical service is one of the problems that confronts the city, and this will become more acute in the future. Equipment such as diesel machines and automatic transmissions create the biggest problems. Also, there exists the problem of heavy equipment occupying the bays; thus, repairs needed on smaller equipment is delayed. It would be desirable if the city employed a highly trained mechanic, but it may not be feasible with the amount of equipment that the city owns.

RECOMMENDATIONS

--The city should move the shop building and storage facilities to a new site in the future. It is recommended that the new facility be located in the Allred Street area. (near Lowe's Hardware)

--One additional mechanic should be employed specializing in heavy equipment.

--Also, the city should employ a better system for determining the replacement of equipment.

STREET DIVISION

The Street Division organization consists of a Street Superintendent (who receives general supervision from the City Manager) and twenty-four men who perform such duties as installing storm drainage, patching, reseal work, pouring curb, and gutter, constructing new sidewalks, maintaining streets in hazardous weather conditions, grading and shaping gravel streets, placing road oil materials on gravel streets to prevent dust, mowing of shoulders and side ditches and assisting other Public Works Divisions as the work develops.

Within the city there are various street classifications. Below there is a list of types, widths and mileage maintained by the city.

Soil and Gravel	21.23 miles
Paved surface	43.12 miles
Total	64.35 miles

Allocation of the Power Bill funds are based on the total miles of paved and unpaved Non-State maintained roads within the Municipality and the population of the Municipality.

Below is a brief comparison of 1960 and 1975 Powell Bill Allocations:

<u>Powell Bill Funds</u>		<u>Population</u>
<u>1960</u>	<u>1975</u>	<u>1960 - 1970</u>
\$32,786	-\$197,812	10,797 - 15,351

Street Division Equipment

<u>Make</u>	<u>Model</u>	<u>Capacity</u>	<u>Replacement Date</u>
Caterpillar Motor Grader	1960		1976
AC Rubber Tire Loader	1974		
John Deer Backhoe Loader	1969		1977
Chevy Truck	1974	2 1/2 ton	
Chevy Truck	1974	2 1/2 ton	
Chevy Truck	1969	2 1/2 ton	
Ford Truck	1965	2 1/2 ton	used as a spare
International Truck	1966	2 1/2 ton	1978
International Truck	1964	2 1/2 ton	1977
Chevy Truck	1958	2 1/2 ton	1976
Ford Truck	1955	1 1/2 ton	used as a spare
Chevy Truck	1968	1/2 ton	1977
Ford Truck	1954	1/2 ton	1977
Suliar Air Compressor	1975		
Jager	1953		1978
Ford Tractor Mower	1971		
International Tractor	1963		

Obviously, some of the equipment needs to be replaced in the near future. Before setting priorities based on life expectancy of certain equipment, some other factors should be considered. (How often is the equipment used, extent the work efficiency will decrease if equipment is broken, etc?) These as well as other individual criteras used to judge the life of city equipment illustrates why a 1954 model may be replaced at the same year as a 1964 model.

The Street Division does not handle heavy construction. This portion of the Street Division is contracted to a large private company. The Traffic Division operates out of the Street Division.

EQUIPMENT LIST

<u>Model</u>	<u>Make</u>	<u>Capacity</u>	<u>Replacement Date</u>
1975	Chevy Truck	(Area bucket lift)	
1971	International Truck	1/2 ton	
	Green light Stripping Machine		
	Sign Applicator Machine		

Current Problem. The Street Division is faced with a problem that they have no control over. One problem is the existence of streets that do not meet the "maintenance requirement" of the city. Possibly this problem could have been prevented by a stronger development/maintenance policy. This is now causing some citizens to suffer; however, some of those citizens are partially responsible in that they refuse to give up enough of their property to establish a standard right-of-way. In addition, there are insufficient funds to finance needed equipment, lack of qualified personnel (equipment operators, etc.,) inadequate quarters, poor storage space, and several other factors that make the division inadequate for the planning period.

RECOMMENDATIONS

- It is recommended that the proposed new storage and maintenance shop be large enough to house the Street Division.
- Additional monies are needed to finance needed equipment.
- The Street Division should be expanded into a Construction Division and a Maintenance Division with adequate personnel.

--The city should consider purchasing equipment such as an asphalt distributor, a steel wheel roller, a large tank for storing asphalt, spreader gates for dump trucks (spreading of stones), and a bulldozer. All of these would increase the efficiency of this Division.

STORM DRAINAGE SYSTEM

Storm Drainage Maps were not available at the time of this report. Also, the city has discovered that it is difficult to rely on rainfall data that is several years old. For instance, 15 years ago, it was considered fairly safe to design storm drainage for 4" per hour rainfall. This figure has increased to 8" per hour rainfall in some locations; thus, old lines are too small for the present rainfalls. To complicate the problem, there are inadequate drainage systems in all areas which were installed during the early development of the city. Today's paving and building have increased the run-off and have created problems in areas with undersized pipes. This type activity plagues the city with separating of joints, crushing of the pipes, caving-in of ditches, weed growing, and mosquito breeding.

RECOMMENDATIONS

--Drainage pipes should be installed in the future using a rainfall factor of 7" to 8" per hour.

--The city should consider the replacement of storm drainage in public rights-of-way (street right-of-way).

--The open drainage ditches should be cleaned as often as necessary to prevent excess weed growth and mosquito breeding.

--As a long-range plan, the city should have a bond referendum to finance installation of needed storm drainage systems (A priority system should be established before a program is initiated.) This step may be taken after the completion of the 100 year flood study.

S O C I A L A N D C U L T U R A L

PARKS AND RECREATION

Public recreation is no longer considered to be a responsibility of private enterprise, but rather is an accepted function of local government which has a direct bearing on the betterment of mental and physical health, the development of individual character, the prevention of crime, the enhancement of community interests and objectives, the building and maintenance of morale and the promotion of community safety. The opportunity for local government to provide recreation within urbanized areas has become limited because open spaces have been replaced with compact and crowded living quarters, noisy and dirty industrial sections and congested and hazardous streets. In the Asheboro planning area, the problem of open space preemption is especially acute because there is but one major publicly owned and maintained park in existence and it is very small and poorly located.

To obviate this critical problem, it is essential that the area's governing authorities and officials drastically revise present policy regarding the provision of parks and recreation areas.

It is hoped that the information contained in this part of the report will serve as a point of beginning in the formulation of policy and the establishment of an ACTION program which is listed in the Recreation and Open Space Plan. This report is being printed and will be available at City Hall.

Minimum Standards for Parks and Recreation Areas. Set forth below are generally accepted standards for various types of parks and recreation areas. As these standards are suggested minimums, additional acreage should be acquired or reserved, whenever possible, for parks and recreation areas. The standards presented pertain to 1) neighborhood parks, 2) neighborhood playgrounds, 3) community centers, 4) community playfields, 5) parkways and boulevards and 6) natural parks.

Neighborhood Park

Size: Minimum - 2 to 6 acres
 Standard - 1 acre per 1,000 persons

Location: Distance from farthest resident - 3/8 to 1/2 mile

Facilities:	Walks	Lawn	Benches
	Shaded Areas	Sandbox	

Specifications: Where elementary school and playground are together, park may serve as a buffer between the active recreation area and adjoining residential areas.

Neighborhood Playground

Size: Minimum - 3 to 6 acres
 Standard - 1 acre per 800 persons

Location: Distance from farthest resident - 3/8 to 1/2 mile

Facilities:	Softball field	Tot lot
	Baseball diamond	Wading pool
	Badminton	Play apparatus
	Shuffleboard	Multi-play area
	Horseshoe court	Shelter area
	Tennis courts	Archery facilities

Specifications: Adjoining elementary school where possible.

Community Center

Size: Minimum - 1 building 15,000 to 25,000 square feet (including facilities below)

Location: Distance from farthest resident 1/2 to 1 1/2 miles

Facilities:	Community gym	Club rooms
	Assembly hall	Reading rooms
	Theater facility	Arts & crafts shops
	Game rooms	Natorium
	Meeting rooms	Kitchen

Specifications: Adjoining community playfield. Some facilities may be shared with High or Junior High schools if they are accessible and available at all times to the public. A branch library may be included.

Community Playfield

Size: Minimum - 10 to 30 acres
Standard - 1 acre per 800 residents

Location: Distance from farthest resident 1/2 to 1 mile

Facilities:	Baseball diamond	Badminton field
	Softball field	Handball field
	Football field	Swimming pool
	Basketball field	Shuffleboard
	Volleyball field	Roller skating
	Archery	Tennis courts
	Picnic area	Multi-play area

Specifications: Adjoins High school or Junior High school, may be developed in conjunction with community center.

Parkways and Boulevards

Definition: Parkway - have naturalistic park-like development, and generally separated roadways; residences have extra wide setbacks or do not face on roadway; portions of right-of-way should be wide enough to include picnic areas and other recreation facilities.

Boulevards - are wide streets of distinguished character lined with formal rows of trees; they are often separated roadways.

Specifications: The parkways and boulevards provide scenic drives and open spaces; they serve as connecting links between large park areas and as a part of the major

thoroughfare system. Extra wide and well landscaped rights-of-way with active and passive recreation areas integrate with parkways and boulevards; they enhance and stabilize property values, all commercial traffic should be barred except for short distances where no other facility is available.

Natural Parks

Size:	Minimum - 100 acres Standard - 1 park per 40,000 persons - 2 to 5 acres per 1,000 persons	
Location:	Distance from farthest resident 15 to 30 minutes' driving time.	
Facilities:	Picnic facilities Shelters Hiking trails Cycling trails Bridle paths Play areas Water sports Summer camp	Play apparatus Gardens Swimming pool Amphitheater Zoo Golf course Archery and skeet
Specifications:	Accessible by public transit, may include or adjoin neighborhood or community recreation area and facilities. For recommendations, consult Asheboro Recreation and Open Space Study, 1976.	

C I V I C B U I L D I N G S & O T H E R S E R V I C E S

CIVIC BUILDINGS AND OTHER SERVICES

CITY HALL

Asheboro's 36 year old city hall was described as congested in the 1970 Community Facilities Plan. There have been some changes such as: 1) the Fire Department has relocated; 2) the Police Department has occupied the former Fire Department Headquarters; and 3) the Planning and Redevelopment Staffs have been merged into the new Department of Community Development and 4) The Recreation Department has moved out of City Hall to separate facilities on Holly Street.

The two story (plus basement) masonry building was completed in 1940. Though the building will need constant maintenance, it is structurally sound. City Hall houses all municipal administrative offices such as:

The Administrative Office
(City Manager and Mayor's Office)
Water and Sewer Billing Office
Tax Assessor
Finance Office
Police Department
Codes Office
Council Meeting Chambers
Community Development Office
Engineering Department

The 1970 Community Facilities Report suggests three alternatives for providing the needed space:

- A new building on a site on South Fayetteville Street; or
- A new building on a site near the Randolph County Courthouse; or
- Either a new building or enlargement of the existing building on the present site.

This report disagrees with building a new facility. Asheboro's City Hall has historical significance; thus, it serves as an excellent city hall.

It is anticipated that additional office space can be obtained in the following ways:

- Relocating the Police Department in a new facility; thus, the northern end of the town hall will be available for additional space.
- The Community Development Staff could be relocated without interfering with daily administration.

Current Problems. The most pressing problem in the town hall is the lack of off-street parking spaces for the Police Department and visitors.

RECOMMENDATIONS

- The city should begin a feasibility study for a new law enforcement center.
- If the city is not satisfied with relocating the Police Department and Community Development Staff as a method of providing additional space, the city should undertake, as soon as possible, a feasibility study of alternatives for provision of space needed by 1995.
- If such a study should indicate a new site as the best alternative, property should be acquired in the appropriate location as soon as possible
- Because of the linear character of the city, it is recommended that a City Hall annex be established in the northern section of Asheboro.

CEMETERY SERVICE

The City of Asheboro owns and maintains about 25.65 acres of burial ground located in three locations throughout the city. There is not an accurate count of plots in the cemeteries; however, an estimated number of grave plots can be obtained by researching the history of the cemeteries and by using a mathematical formula based on four graves or eight grave plots. The city's cemeteries are as follows:

<u>NAME</u>	<u>SIZE</u>	<u>% SOLD</u>
Oaklawn Cemetery	16.70	75%
Mount Calvary Cemetery	3.44	40%
Old City Cemetery	<u>5.51</u>	100%
TOTAL	25.65	

The City of Asheboro has a Cemetery Division set up in its organization and part of the funds from the sale of cemetery lots goes to the maintenance of the area; however, there is not enough money to properly maintain the cemetery. The deficit in maintenance funds is supplemented by the City.

The problems presently experienced by the City are: 1) additional work created in mowing and trimming grass around newly added monuments; 2) grave diggers (the town is not responsible for digging graves. This is done by private contractors) are continually wanting to use large equipment and mechanical means to dig graves. 3) Improper compaction of graves (settling of graves below ground level); 4) shrubbery outgrows the original lot; yet, owners are unwilling to trim the appropriate shrubbery.

If the city is to stay in the burial business, a study should be conducted to determine the best method of financing the cemeteries without using tax dollars. Also, there should be some type of uniformity in stones, if for no other reason than to facilitate maintenance.

RECOMMENDATIONS

--If Asheboro cannot find another way of providing funds or revise the present financial plan to support the cemeteries, it is recommended that the city not develop any additional sites as public cemeteries, and that it discontinue its cemetery operation altogether whenever this is possible.

HOUSING AUTHORITY

In 1968, the Asheboro Housing Authority was established in recognition of the need to provide housing for those who were unable to purchase or rent standard housing due to insufficient income. Also, in 1972 the Housing Authority applied for conventional public housing units on the basis that Asheboro had a severe shortage of low cost standard housing and rental units which resulted in housing needs that could not be feasibly met through the private housing market in the area. This was coupled with the recognition of several blighted neighborhoods in Asheboro that were in critical economic, physical and social condition.

The Housing Authority will manage within this year (1976) 200 conventional public housing units. Location and size are as follows:

<u>LOCATION</u>	<u>ELDERLY</u>	<u>CONVENTIONAL</u>	<u>TOTAL UNITS</u>
Presnell Street (Site#4)	23	83	106
Morgan Street (Site#3)		15	15
Dunlap Street (Site#2)		29	29
Wainman (Site#1)		50	50
			200

RECOMMENDATIONS

--The Housing Authority should become a part of the city; thus, the local administration would better coordinate with other city activities.

AIRPORT

The Asheboro Municipal Airport is located approximately five miles west of Asheboro on N. C. 49. Access to the Airport from N.C. 49 is by S.R. 1163 and S.R. 1142, both of which are paved and state maintained.

Asheboro Municipal Airport was originally constructed in 1964 as a turf runway. Improvements to the Airport in 1967 extended the runway to a total length of 4,100 feet with 200 feet width. The paved portion of the runway is 3,900 feet long and 75 ft. wide. Airport lighting consists of a 36 inch rotating beacon, medium intensity runway edge lighting, threshold lighting, taxiway edge lighting, taxiway guidance signs and a lighted wind cone. The fixed base operator's building is a 25 foot x 30 foot A-Frame building with an office, waiting room, small concession area and a restroom. There are two "T" hangars approximately 35 feet x 250 feet each and service and

maintenance hangar 60 feet x 200 feet. The paved aircraft parking apron has an area of 7,600 square yards.

The Asheboro Municipal Airport is the only publicly owned Airport in Randolph County, however, there are five small, privately owned airports in the County. They are:

<u>AIRPORT</u>	<u>LENGTH</u>	<u>SURFACE</u>
Henshaw	1,600 feet	Turf
Allen	2,600 feet	Turf
Pugh	1,900 feet	Turf
Darr	2,300 feet	Turf
Causey	2,500 feet	Paved

Major Problems

--A television broadcasting tower is located approximately 12 and 1/2 miles north of Asheboro at an elevation of 2,033 feet but is not located within the horizontal or conical approach surfaces.

--A radio tower is located on Cedar Rock Mountain approximately 2 and 1/2 miles south, with an elevation of 1,460 feet.

--The Airport does not have any navigation aids located at the site other than the previously mentioned lighting.

Immediate Needs

--A partial parallel taxiway is needed to provide increased safety during peak operations.

--A nondirectional radio beacon would make the Airport more usable during periods of low visibility and at night.

--A visual approach slope indicator will assure a safe altitude above approach path obstacles.

--Additional parking is needed in that the facility only has five parking spaces.

--The service road should be relocated to allow for the development of future apron areas.

The airport is adequate with minor improvements; but major improvements will be necessary during the planning period. As industries (such as General Electric, Union Carbide, Georgia-Pacific, Foodline Super Market, Klopman Mills, Inc.,etc.) expand and the demand for twin jet engines increases an expansion program will be necessary.¹

RECOMMENDATIONS

--It is suggested that the City implement the Asheboro Municipal Airport Master Plan prepared by Moore, Gardner and Associates, 1974.

MAJOR THOROUGHFARES

Asheboro's Major Thoroughfare Plan was prepared by the Advanced Planning Section of the North Carolina Department of Transportation.² The Thoroughfare Plan shown on the Asheboro Land Use Plan is the same as proposed by the Department of Transportation.

¹Asheboro Municipal Airport Master Plan, January, 1974.

²For more detailed discussion of Asheboro's major thoroughfares, see Thoroughfare Plan, Asheboro, North Carolina,North Carolina Department of Transportation.

ENVIRONMENTAL IMPACT OF PROPOSED
PLANS, IF THEY ARE IMPLEMENTED

Only those recommendations dealing with the following areas: water systems, waste water systems, refuse collection and disposal system, storm drainage system and recreation system would have a measurable environmental impact.

Water System

If the recommendations are implemented, Asheboro's urban and rural residences would have good quality water available to them in the future.

Waste Water System

These recommendations would increase the quality of water being returned to the surrounding creeks and provide a better quality of life for people living in the fringe area. A negative impact could be caused if Asheboro's governing body refuses to extend sewer into the adjacent fringe areas.

Refuse Collection

The better utilization of a container system of garbage and trash collection would have a very positive environmental impact. Breeding places for rats and flies would be eliminated and visual pollution considerably decreased.

Storm Drainage

Providing better runoff throughout the town would decrease the breeding of mosquitoes.

Streets

The constant improvement of streets would encourage home improvements and prolong the life of the present standard homes throughout the city.

Recreation

The development of the proposed recreational areas would attract more people as well as provide a healthier life for the present population.

The long-term impact of the projects and proposals recommended in this plan will be to enhance the quality of living in the Asheboro area. By providing a better quality of life for future residents, the area will be aiding the fight to avoid overconcentration of land uses, related services and facilities. The environmental impact of the proposed recommendations contained in the Community Facilities Plan Update should, if properly programmed and implemented, result in overall improvements throughout the planning area.

S U M M A R Y O F R E C O M M E N D A T I O N S

SUMMARY OF RECOMMENDATIONS

FIRE DEPARTMENT

- It is recommended that employees be compensated for education attainments which they undertake on their own time.
- It is recommended that two new employees be hired to assist in the fire prevention program.
- It is recommended that the city review proposed annexation areas and begin preparing for future fire protection needs.
- If substation #3 is constructed, additional personnel will be needed; therefore, it is recommended that Asheboro begin considering the public safety concept.
- The City should start a capital reserve fund for the construction of the new station.
- The fire department fire prevention officers should conduct comprehensive educational programs.

POLICE DEPARTMENT

RECOMMENDATIONS

- It is recommended that Asheboro take the lead role in trying to establish a new law enforcement center to be shared by Randolph County Sheriff's Department, North Carolina State Patrol, and the Asheboro Police Department.
- It is recommended that the city purchase an additional car through State grants each year until no more than two cars are used 24 hours per day.
- It is recommended that a public relations officer be hired.
- It is recommended that the police chief and fire chief prepare a joint study on the public safety concept and its applicability to Asheboro.

WATER DEPARTMENT

RECOMMENDATIONS

- The City should continue its normal maintenance program to avoid major problems.
- Two inch water lines should be replaced, especially in the older section of the City, to increase water pressure.
- The City should continue with its program of land acquisition preparatory to the creation of a fifth lake for raw water provision.

SANITARY SEWAGE SYSTEM

RECOMMENDATIONS

- It is not advisable to make any recommendations relating to the water treatment plant expansions until the 201 facility study is finalized.
- Additional employees should be hired and trained to conduct tests and operate the modern treatment plant.
- The city should consider evaluating their present anti-cost extension of sewer and water lines into the fringe area and/or make future plans to annex adjacent areas needing sewer services.

SANITATION DIVISION

RECOMMENDATIONS

- Replace trucks and equipment as indicated.
- A public information program should be considered dealing with the local governmental policies.

--The city should re-study the collection routes periodically to assure the citizens efficient services. (Contact Piedmont Triad Council of Government for Assistance).

--The industrial users should be charged a fee to use the land-fill based on cubic yardage dumped.

--The sanitation work shop should improve its quarters to provide shower rooms, lockers and other facilities to negate some of the unpleasant tasks involved in this type job.

CITY GARAGE AND STORAGE YARD

RECOMMENDATIONS

--The city should move the shop building and storage facilities to a new site in the future. It is recommended that the new facility be located near the Allred Street area. (Near Lowe's Hardware).

--One additional mechanic should be employed specializing in heavy equipment.

--Also, the city should employ a better system for determining the replacement of equipment.

STREET DIVISION

--It is recommended that the proposed new storage and maintenance shop be large enough to house the Street Division.

--Additional monies are needed to finance needed equipment.

--The Street Division should be expanded into a Construction Division and a Maintenance Division with adequate personnel.

--The city should consider purchasing equipment such as an asphalt distributor, a steel wheel roller, a large tank for storing asphalt, spreader gates for dump trucks (spreading of stone), and a bulldozer to increase the efficiency of this Division.

STORM DRAINAGE SYSTEM

--Drainage pipes should be installed in the future using a rainfall factor of 7" to 8" per hour.

--The city should consider the replacement of storm drainage in public rights-of-way (street rights of way).

--The open drainage ditches should be cleaned as often as necessary to prevent excess weed growth and mosquito breeding.

--As a long-range plan, the town should have a bond issue to finance pipes, installation of needed storm drainage systems (A priority system should be established before a program is initiated). This step may be taken after the completion of the 100 year flood study.

CITY HALL

--The city should begin a feasibility study for a new Law Enforcement Center; thus, additional space will be available for expansion within City Hall.

--If the City is not satisfied with relocating the Police Department and the Community Development Staff as a method of providing additional space, the City should undertake, as soon as possible, a feasibility study of alternatives for provision of space needed by 1995.

--If such a study should indicate a new site as the best alternative, property should be acquired in the appropriate location as soon as possible.

--Because of the linear character of the City, it is recommended that a City Hall annex be established in the Northern section of Asheboro.

--To utilize the existing parking space properly at City Hall, it is recommended that city employees provide their own parking except individuals who depend on their automobile to perform daily duties.

CEMETERY SERVICE

--If Asheboro cannot find other ways of providing funds or revise the present financial plan to support the cemeteries, it is recommended that the town not develop any additional sites as public cemeteries and that it discontinue its cemetery operation altogether whenever possible.

HOUSING AUTHORITY

-- The Housing Authority should become a part of the city; thus, the local administration would better coordinate with other city activities.

AIRPORT

--It is recommended that the city implement the Asheboro

Municipal Airport Master Plan prepared by Moore, Gardner
& Associates, 1974.

C A P I T A L I M P R O V E M E N T S B U D G E T



INTRODUCTION

Today's elected officials in local government are faced with strong competition for the tax dollar. On one side is the taxpayer insisting that more should be accomplished with present funds. On the other side is the spending agency saying that the tax yield is inadequate to provide adequate services.

The Capital Improvements Budget is one tool Asheboro's officials and administration need at their disposal to assist them in meeting these requests in accordance with the city's ability to pay. In addition, the capital budget is a tool used to translate the Community Facilities Plan into reality.

The fact that Asheboro is the home of North Carolina Zoological Park and is becoming an increasingly strong link with nearby urban areas such as Greensboro and High Point to the north and northwest increases the need for a capital improvements budget, showing estimated costs, methods of financing and time schedule of the comprehensive listing of needed capital improvements set forth in the Community Facilities Plan. Some other purposes (and advantages) of programming capital expenditures are:

1. Stabilization of the economic climate of the city is aided by helping investors, business and industrial managers and property owners more accurately gauge the future physical development and financial obligation of Asheboro.

2. Aids in assuring that the projects will be carried out in accordance with both predetermined priorities of need and the city's ability to pay for them.
3. Helps protect the city against the influence of groups seeking to advance interests irrespective of the need of the city.
4. Necessary tax revisions and required bond referendums can be foreseen and provisions can be made for the study of future tax revisions and the issuance of bonds.
5. Facilitate coordination of the city's programs with those of other governmental agencies, and enables the various city departments to more efficiently schedule their operations, purchases of major equipment items and expansion of facilities.
6. Lengthens the time available for proper technical design of needed facilities.
7. Permits the advance acquisition of properties needed for improvements by purchase in a favorable market of the retention of tax delinquent land or unused city-owned property.
8. Enables the taxpayer to see services he is receiving for his tax dollars and provides him with information on the total needs of the city so that he may intelligently vote on bond referendums.

FINANCIAL TRENDS

The financial trends and anticipated revenues are merely projections. The factors associated with such are too diverse to project (with complete accuracy) the variables involved in a complete financial analysis. The inflationary wage spiral, needed capital outlays, operating expenses, debt service, continued increase of assessed valuation on taxable properties, etc., present too many complexities to permit absolute projections.

FINANCING PUBLIC IMPROVEMENTS

To obtain public improvements, ingenuity coupled with sound financial policies should be exercised. While there is no ideal way to finance all capital improvements, certain methods are best suited to particular needs. Listed below are some suggested sources and methods of acquiring capital improvements.

Bonding

Asheboro officials, as a means of financing needed public improvements, have, on several occasions, issued general obligation bonds to help meet these needs. The current bond debt is \$5,590,000.00 and the maximum indebtedness could be \$17,440,000.00.

General Obligation Bonds

General Obligations Bonds are financed from property taxes, through benefit assessment, or by utility revenues. The appraised valuation of property in the city is pledged as security toward payment of general obligation bonds. These bonds are, therefore, tax liens on all assessable property in the city.

The legal general obligation bonds debt for cities within North Carolina is eight per cent of the appraised value since July 1, 1973.

Revenue Bonds

Certificates called revenue bonds produce income through both principal and interest. Expenses can often be met exclusively from the earnings of a new facility (e.g., water plant). Interest rates on this type of bond depends on the type facility financed and its economic feasibility.

State law regulates revenue bond sales. The maximum length that bonds can run is 40 years, and the maximum rate of interest is not set. Revenue bonds do not count against the city's legal bonding capacity in that they eventually pay for themselves.

While revenue bonds are "outside" the debt limit, revenues must be sufficient to cover payment of the bonds after all operating costs have been met. It is sometimes necessary to increase user charges to meet these conditions.

Current Revenues

In addition to general operating cost, current revenue funds are the major source of capital improvements in the annual budget. Financing from current revenue is a pay-as-you go policy. Disadvantages occur when expenditures are of comparatively large amounts. This results in unusual fluctuations in the tax rate which could be eliminated by distributing the cost over several years with long term bonds. Sometimes, user charges such as those for water are increased so that capital improvements can be financed

from current revenues.

State and Federal Aid or Grants

State and Federal units of government provide monetary aid to cities.

Federal Revenue Sharing is available to cities for capital improvements in specified areas.

Private Gifts

Bequests, grants, donations and private subscriptions of land, money, buildings or equipment are sometimes made to cities. Several examples may illustrate possibilities: an estate or trust may specify money or land for a public park; a service club may raise money to provide facilities for a public park or other public use. Care must be exercised, however, so that a particular gift will not become a burden to the city. A piece of land donated to the county that needs an excessive amount of money invested to develop the area may not necessarily be free. In the long run, it may be cheaper for the city to purchase land easier and cheaper to develop.

METHODOLOGY

The capital investments budget is based on the assumption that projections for future revenues and operating expenditures of city government can be calculated from past trends. In developing the capital improvements budget for Asheboro, information on city revenues and expenditures was gathered. From these figures, projections for future revenues and operating expenses were made.

An arithmetic projection for each category was given. The results are illustrated in the following table.

SUBJECT: City of Asheboro Revenue Projections, based on current property tax rate and current water-sewer rates, without inclusion of Federal or State grants.

General Current Data

(1) Population Estimate, 16,900. (2) Property Valuation, \$218,500,000. (3) Maximum Bonded Debt limit at 8% of Property Valuation, \$17,440,000. (4) Current Bonded Debt, \$5,590,000. (5) Current Tax Rate, \$0.75 per \$100 Valuation. (6) Current Utility Rates Effective January 1, 1976.

<u>ANNUAL REVENUE PROJECTIONS</u>	<u>1976-77</u>	<u>1977-78</u>	<u>1978-79</u>	<u>1979-80</u>	<u>1980-81</u>	<u>1981-82</u>
Ad Valorem Taxes	\$ 1,565,425	\$ 2,113,175	\$ 2,240,000	\$ 2,374,400	\$ 2,516,864	\$ 2,668,000
Privilege Licenses	40,000	42,000	44,100	46,305	48,620	51,050
Interest On Investments	60,000	66,000	72,600	79,860	87,846	96,530
State Franchise Tax	300,000	330,000	363,000	399,300	439,230	483,130
State Intangible Tax	90,000	99,000	108,900	119,790	131,870	144,900
State Local Sales Tax 1%	206,000	226,600	249,260	274,186	301,604	331,764
State Powell Bill	196,000	209,720	224,400	240,108	256,915	274,969
Parks and Recreation	44,500	46,725	49,061	51,514	54,089	56,793
Sale of Water	588,000	617,400	648,270	680,683	714,717	750,452
Sewer Charges	444,000	466,200	489,510	513,985	539,685	566,685
Other Miscellaneous Revenues	<u>140,200</u>	<u>144,400</u>	<u>148,732</u>	<u>153,193</u>	<u>157,788</u>	<u>162,521</u>
TOTAL	\$ 3,674,125	\$ 4,361,220	\$ 4,637,833	\$ 4,933,324	\$ 5,249,228	\$ 5,586,794

NOTE:

1. Property Revaluation 1977 considered.
2. Impact of Zoo on local sales tax considered.
3. Utility and tax rate changes, up or down, would produce different projections.

SOURCE: Albert G. Taylor,
Finance Officer

CAPITAL IMPROVEMENTS BUDGET

The following section deals with the programming of the proposed public improvements. Each individual project is listed and includes a statement of the estimated total cost and local cost, and the year(s) when it is scheduled for action. Each project is described and a justification for each is stated. Also, explained are programming and elements, relationship to other projects, operating budget effect and plan of financing.

In programming these proposed improvements, an effort was made to schedule capital expenditures in addition to projected annual operating expenses so that the total amount of the expenditures would allow a surplus when compared with the projected annual revenues. This surplus would then be channeled into a capital reserve fund as recommended to finance future public improvements.

In some cases, allowances were made for additional expected operating expenses when calculating total annual expenditures. Although these extra costs are not capital expenditures since they reoccur, they do affect the total budget. Therefore, an effort was made to include them in the total operating budget to ensure that sufficient allowances for operating costs were made. Where these costs are included in the annual operating budget, the yearly amounts are specified both in the total five-year budget and in each individual project listing under the category "Operating Budget Effect." Examples of these expenses are Capital Reserve Funds and Police Automobiles.

SUMMARY

This budget summarizes Asheboro's financial status and ability to provide capital improvements in the future. The capital improvements are important to the citizens of Asheboro, but they rank second in the priority list as compared to the proposed raw water storage and the implementation of the "201 Facilities Study". The proposed capital items may be deleted from this report at any time to provide additional monies to finance the higher priority capital items.

The following capital budget items are those most urgently warranted needs. Therefore, these should be viewed in context with those having top priorities. Furthermore, the Capital Improvements Budget should be annually reviewed and revised as needed. Only by this method will the city be able to realistically program and implement capital improvements.

ADMINISTRATION

<u>ITEM</u>	<u>ESTIMATED COST</u>	<u>YEAR</u>
1. Remodeling City Hall	\$ 25,000.00	1978-79
A. Project Description	- It is proposed that the Police Department relocate in new quarters; therefore, it will be necessary to remodel the northern end of City Hall.	
B. Project Justification	- Remodeling City Hall may negate expanding or purchasing a new facility.	
C. Operating Budget Effect	- No effect.	
D. Plan of Financing	- Current Revenue.	
2. North Asheboro City Hall Annex	30,000.00	1980-81
A. Project Description	- Locate a sub-city hall in the northern section of Asheboro for the purpose of bill collection, etc.	
B. Project Justification	- Provide additional services for the citizens in Asheboro. Due to the linear shape of the town, City Hall is not centrally located.	
C. Operating Budget Effect	- No effect.	
D. Plan of Financing	- Current Revenue.	
3. Raw Water Storage	N/A	1979-80
A. Project Description	- A dam will be built for additional raw water storage.	
B. Project Justification	- Asheboro's three back-up lakes are not reliable beyond the planning period.	
C. Operating Budget Effect	- None	
D. Plan of Financing	- General Obligation Bonds	

FIRE DEPARTMENT

<u>ITEM</u>	<u>ESTIMATED COST</u>	<u>YEAR</u>
1. Ford Car	\$ 5,000.00	1978-79
2. Chevrolet Car	5,000.00	1978-79
3. Radio Equipment	1,000.00	1976-77

- A. Project Description - A new ford and chevrolet car and two-way radio equipment to be installed in the newly purchase fire truck.
- B. Project Justification - Help maintain the #5 fire rating in the city.
- C. Operating Budget Effect - None.
- D. Plan of Financing - Current Revenue.

POLICE DEPARTMENT

1. Four Police Cars	20,000.00	1977-78
2. New Law Enforcement Center	N/A	1980-81

- A. Project Description - The police cars should be replaced on a staggered basis. No more than four cars should be replaced each year. The New Law Enforcement Center should be a facility shared by all law enforcement officers in the county.
- B. Project Justification - The purchase of four cars each year will stabilize the police operating budget. The new Law Enforcement Center will provide better working conditions for the Police Officers; thus, the city will receive better police protection.
- C. Operating Budget Effect - The budget will eventually become stable except for increased maintenance cost. The new Law Enforcement Center will not affect the operating budget.

D. Plan of Financing

- 1. Current Revenues
- 2. General Revenue Sharing

WATER AND SEWER

<u>ITEM</u>	<u>ESTIMATED COST</u>	<u>YEAR</u>
1. Dodge Car	\$ 5,500.00	1980-81
2. Ford Van	6,000.00	1979-80
3. Chevrolet 3/4 ton Truck	5,000.00	1977-78
4. Tractor Mower	10,000.00	1981-82
5. Ford 2 1/2 Ton Truck	12,000.00	1980-81
6. Plymouth Wagon	6,000.00	1977-78
7. 1/2 Ton Chevrolet Truck	5,500.00	1979-80
8. 1/2 Ton Chevrolet Truck	5,500.00	1978-79
9. 1/2 Ton GMC Truck	4,500.00	1977-78
10. 1/2 Ton Chevrolet Truck	5,000.00	1978-79
11. Dodge Car	5,500.00	1980-81
12. 1/2 Ton Chevrolet Truck	6,000.00	1981-82
13. 2 1/2 Ton Chevrolet Truck	12,000.00	1981-82
14. Backhoe	21,000.00	1977-78
15. Backhoe	22,050.00	1978-79
16. 1 Trailor 18 thousand lbs. capacity	4,000.00	1977-78
17. 2 Air Tamps \$500 @	1,000.00	1978-79
18. 1 Tamper	1,400.00	1977-78
19. 1 Tamper	1,500.00	1978-79

- A. Project Description - Same as above.
- B. Project Justification - These projects if purchased will increase the efficiency of the water and sewer maintenance program; thus, better services will be provided to the citizens of Asheboro.
- C. Operating Budget Effect - The current operating budget will not be affected; however, the maintenance of vehicles will increase if purchases are not made.
- D. Plan of Financing - Current Revenues.

Construction Phase of The "201 Facility Study" 750,000.00 1977-78

- A. Project Description - The construction phase of the "201 Facility Study" includes the extension of outfalls lines and expansion of the waste treatment facility.
- B. Project Justification - This project will allow the extension of sewer lines into the one-mile planning area without overloading the existing facility or prohibit additional expansions within the city limits.
- C. Operating Budget Effect - The budget will not be effected adversely; however, there may be a beneficial effect in that additional revenues will be received from additional sewer taps.
- D. Plan of Financing - Revenue Bonds and increased water and sewer rates.

STREET DEPARTMENT

<u>ITEMS</u>	<u>ESTIMATED COST</u>	<u>YEAR</u>
1. Dodge Car	\$ 5,000.00	1979-80
2. John Deer Backhoe Loader	35,000.00	1977-78
3. Chevrolet Truck 2 1/2 Ton	12,000.00	1979-80

4. International Truck 2 1/2 Ton	10,000.00	1978-79
5. International Truck 2 1/2 Ton	10,000.00	1977-78
6. Chevrolet Truck 1/2 Ton	4,500.00	1977-78
7. Ford Truck	4,500.00	1977-78
8. Jager	8,000.00	1978-79

A. Project Description - Same as above.

B. Project Justification - These items will increase the efficiency of the Street Department.

C. Operating Budget Effect - The maintenance cost on equipment will increase if equipment is not exchanged close to the expiration date.

D. Plan of Financing - Current Revenues and Powell Bill Funds

RUFUSE COLLECTION

<u>ITEMS</u>	<u>ESTIMATED COST</u>	<u>YEAR</u>
1. Wayne Street Sweeper	\$ 28,000.00	1977-78
2. Chipmore Chipper	6,000.00	1980-81
3. International Flusher	40,000.00	1980-81
4. Dodge Car	4,500.00	1979-80
5. Ford Dumpster 25 cu. yards	50,000.00	1979-80
6. Ford Dumpster 31 cu. yards	45,000.00	1978-79
7. Ford C-900 Rear Loader	25,000.00	1980-81
8. Ford C-900 Rear Loader	26,000.00	1981-82
9. Ford C-950 Rear Loader	22,000.00	1977-78

- A. Project Description - Same as above.
- B. Project Justification - These items will prevent possible health problems as well as increase the efficiency within the Sanitation Department.
- C. Operating Budget Effect - The maintenance cost on existing equipment will increase as well as effect the time scheduling of refuse pick-ups. Also, the poor performance of equipment may cost the city additional money in having to pay their employees over time.
- D. Plan of Financing - Current Revenues.

ENGINEERING DEPARTMENT

<u>ITEM</u>	<u>ESTIMATED COST</u>	<u>YEAR</u>
1. Chevrolet Panel	\$ 5,000.00	1977-78
2. Blue Print Machine	2,000.00	1980-81

1977-78

<u>ITEMS</u>	<u>COST</u>
1. Police Cars	\$ 20,000.00
2. Chevrolet Truck	5,000.00
3. Plymouth Wagon	6,000.00
4. GMC Truck	4,500.00
5. Backhoe	21,000.00
6. Trailor	4,000.00
7. Tamper	1,400.00
8. John Deer Backhoe Loader	35,000.00
9. International Truck	10,000.00
10. Chevrolet Truck	4,500.00
11. Ford Truck	4,500.00
12. Wayne Street Sweeper	28,000.00
13. Chevrolet Panel	5,000.00
14. Ford C-950 Rear Loader	22,000.00 - Current Revenues
15. Construction Phase "201 Facility Study"	<u>750,000.00</u> - Revenue Bonds
TOTAL	920,900.00

1978-79

<u>ITEMS</u>	<u>COST</u>
1. Remodel City Hall	\$ 25,000.00
2. Ford Car	5,000.00
3. Chevrolet Car	5,000.00
4. Chevrolet Truck	5,000.00
5. Chevrolet Truck	5,000.00
6. Backhoe	22,050.00
7. Two Air Tamps	1,000.00
8. Tamper	1,500.00
9. International Truck	10,000.00
10. Jager	8,000.00
11. Ford Dumpster	<u>45,000.00</u>
TOTAL	132,550.00 - Current Revenues

1979-80

<u>ITEMS</u>	<u>COST</u>
1. Raw Water Storage	N/A - General Obligation
2. Ford Van	6,000.00
3. Chevrolet Truck	5,500.00
4. Dodge Car	5,000.00
5. Chevrolet Truck	12,000.00
6. Dodge Car	4,500.00
7. Ford Dumpster	<u>50,000.00</u>
TOTAL	83,000.00

1980-81

<u>ITEMS</u>	<u>COST</u>
1. North Asheboro City Hall Annex	30,000.00
2. New Law Enforcement Center	N/A - General Revenue sharing
3. Dodge Car	5,500.00
4. Ford Truck	12,000.00
5. Dodge Car	5,500.00
6. Chipmore Chipper	6,000.00
7. International Flusher	40,000.00
8. Ford C-900 Rear Loader	25,000.00
9. Blue Print Machine	<u>2,000.00</u> - Current Revenue
TOTAL	126,000.00

1981-82

<u>ITEMS</u>	<u>COST</u>
1. Tractor Mower	10,000.00
2. Chevrolet Truck	6,000.00
3. Chevrolet Truck	12,000.00
4. Ford C-900 Rear Loader	<u>26,000.00</u> - Current Revenue
TOTAL	54,000.00

LAND USE ZONING MAP

A
N

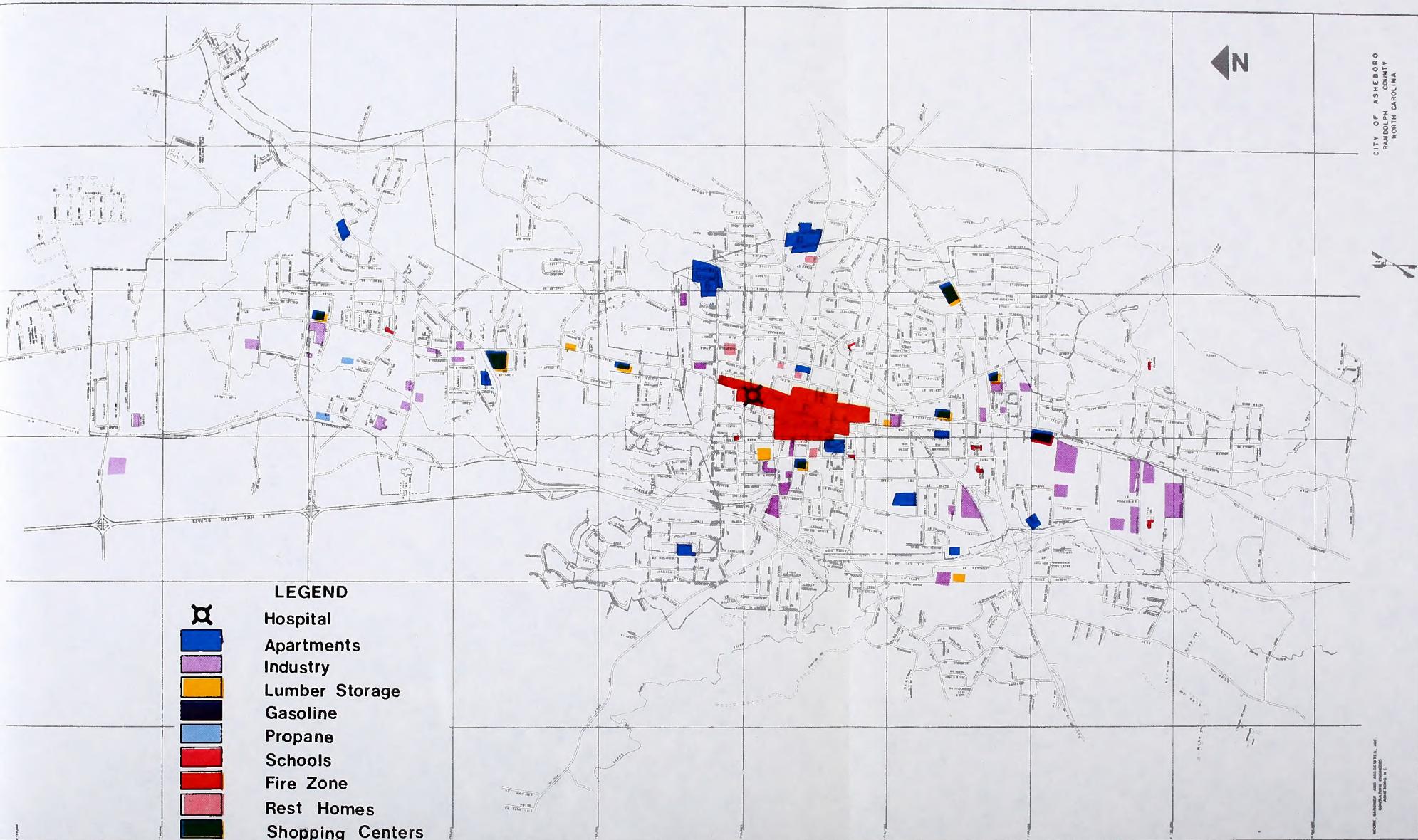


1981-82

<u>ITEMS</u>	<u>COST</u>
1. Tractor Mower	10,000.00
2. Chevrolet Truck	6,000.00
3. Chevrolet Truck	12,000.00
4. Ford C-900 Rear Loader	<u>26,000.00</u>
TOTAL	54,000.00
	- Current Revenue

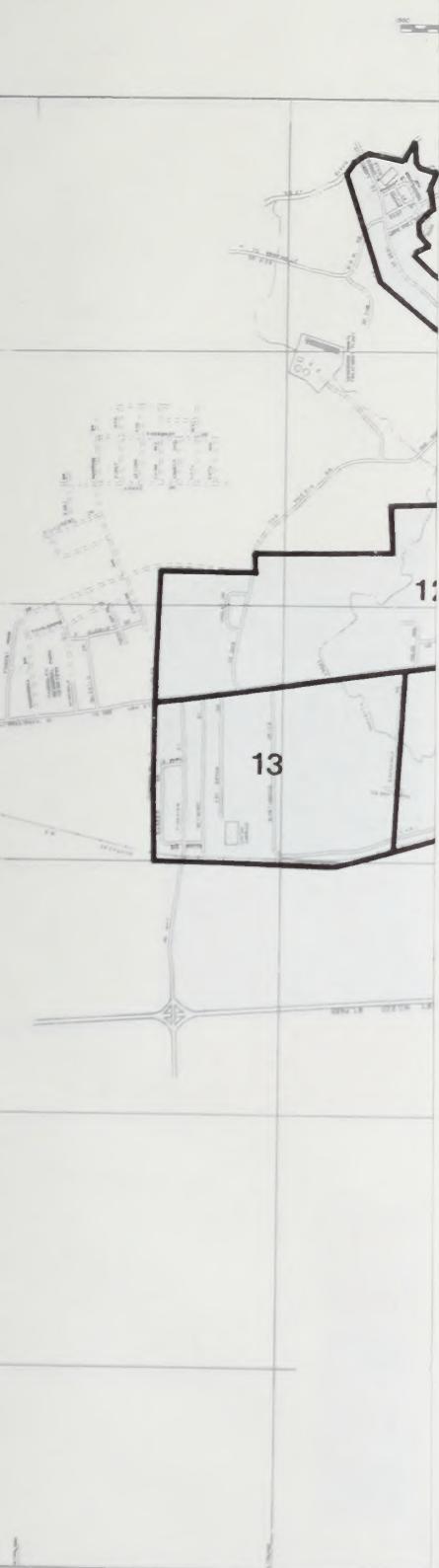
CITY OF
ASHEBORO
NORTH CAROLINA

HIGH VALUED AREAS



A

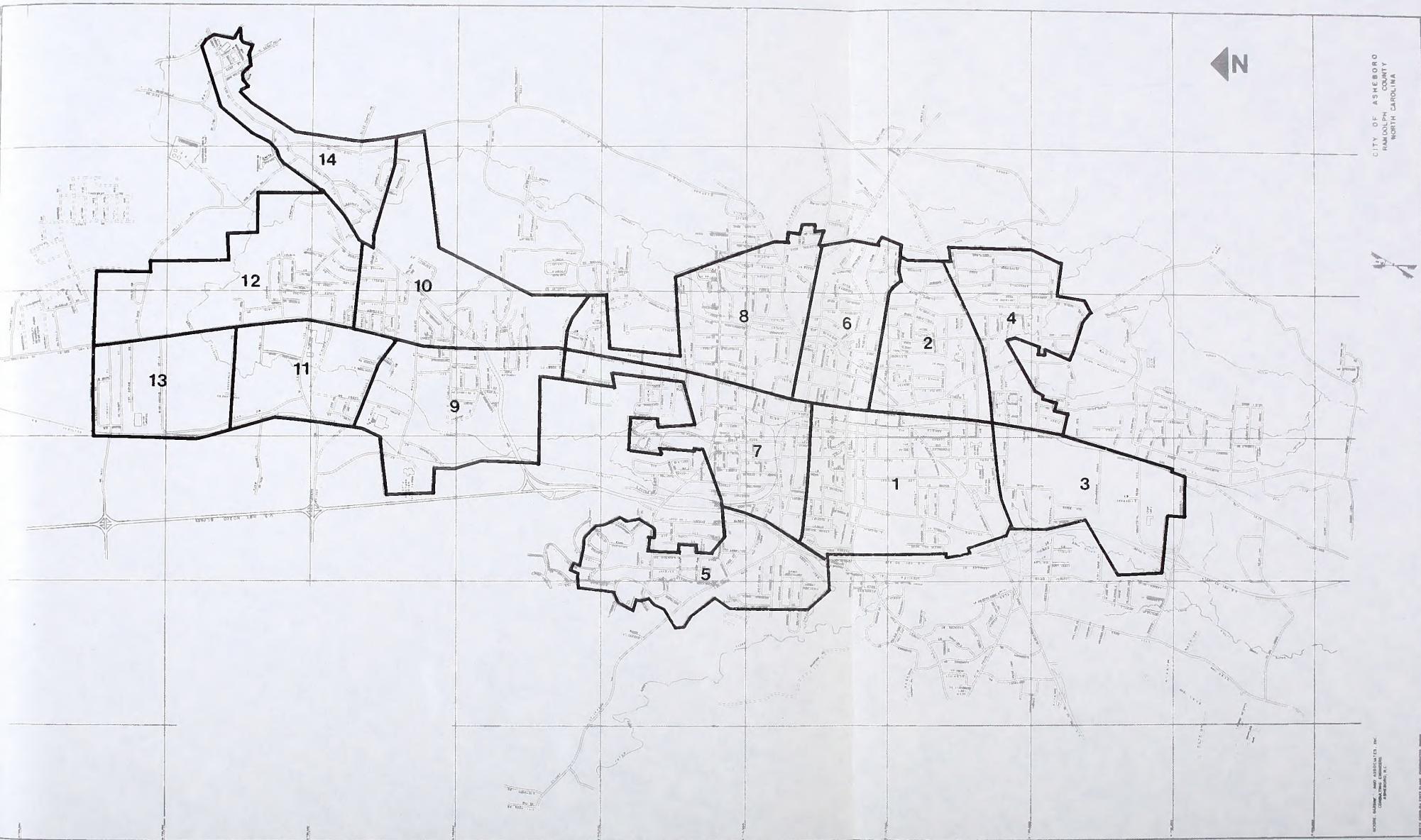
NO



CITY OF
ASHEBORO
NORTH CAROLINA

POLICE PATROL ZONES

Scale: 1 mile
1000 feet
500 feet
250 feet
100 feet



CITY OF ASHEBORO
NORTH CAROLINA



CITY OF
ASHEBORO
NORTH CAROLINA

EXISTING WATER SERVICE



LAURENTIDES - GRANITE

LINE

LAURENTIDES - GRANITE

A

NO

1000



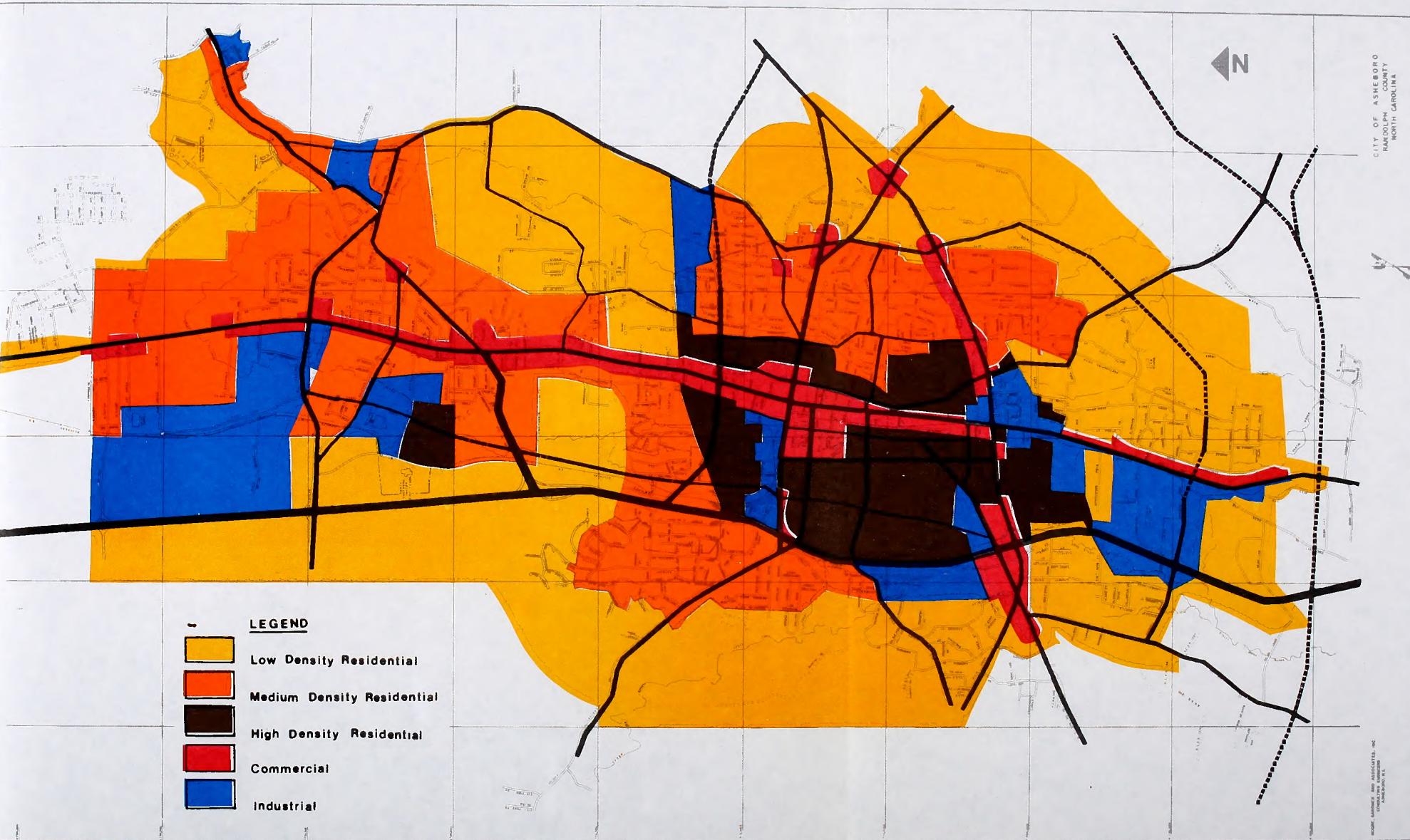
CITY OF
ASHEBORO
NORTH CAROLINA

LAND DEVELOPMENT
and
SKETCH THOROUGHFARE PLAN



CITY OF ASHEBORO
RANDOLPH COUNTY
NORTH CAROLINA

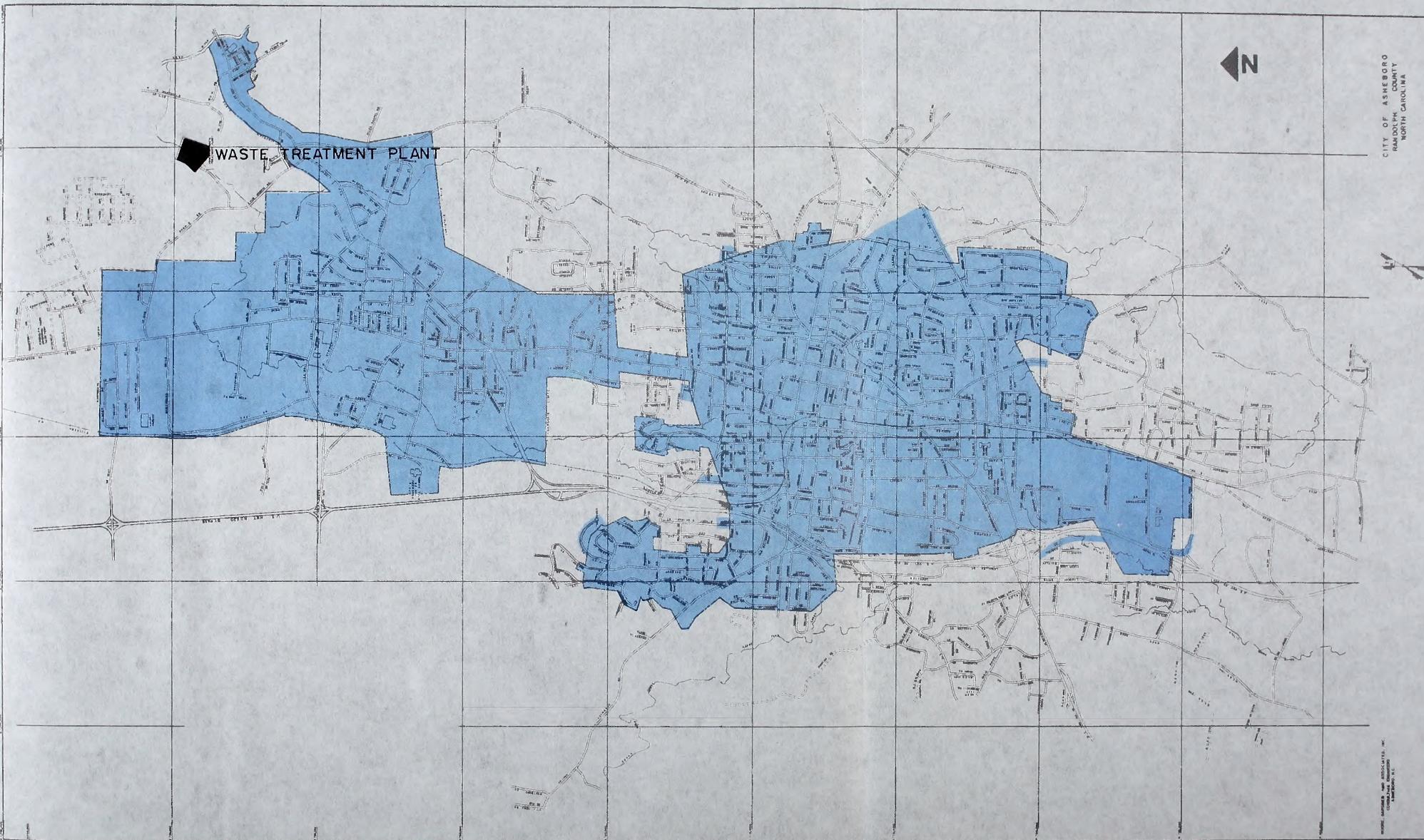
HOOTON, AMBROSE, BROWN & ASSOCIATES, INC.
Architectural Engineers



CITY OF
ASHEBORO
NORTH CAROLINA

EXISTING SEWERAGE SYSTEM

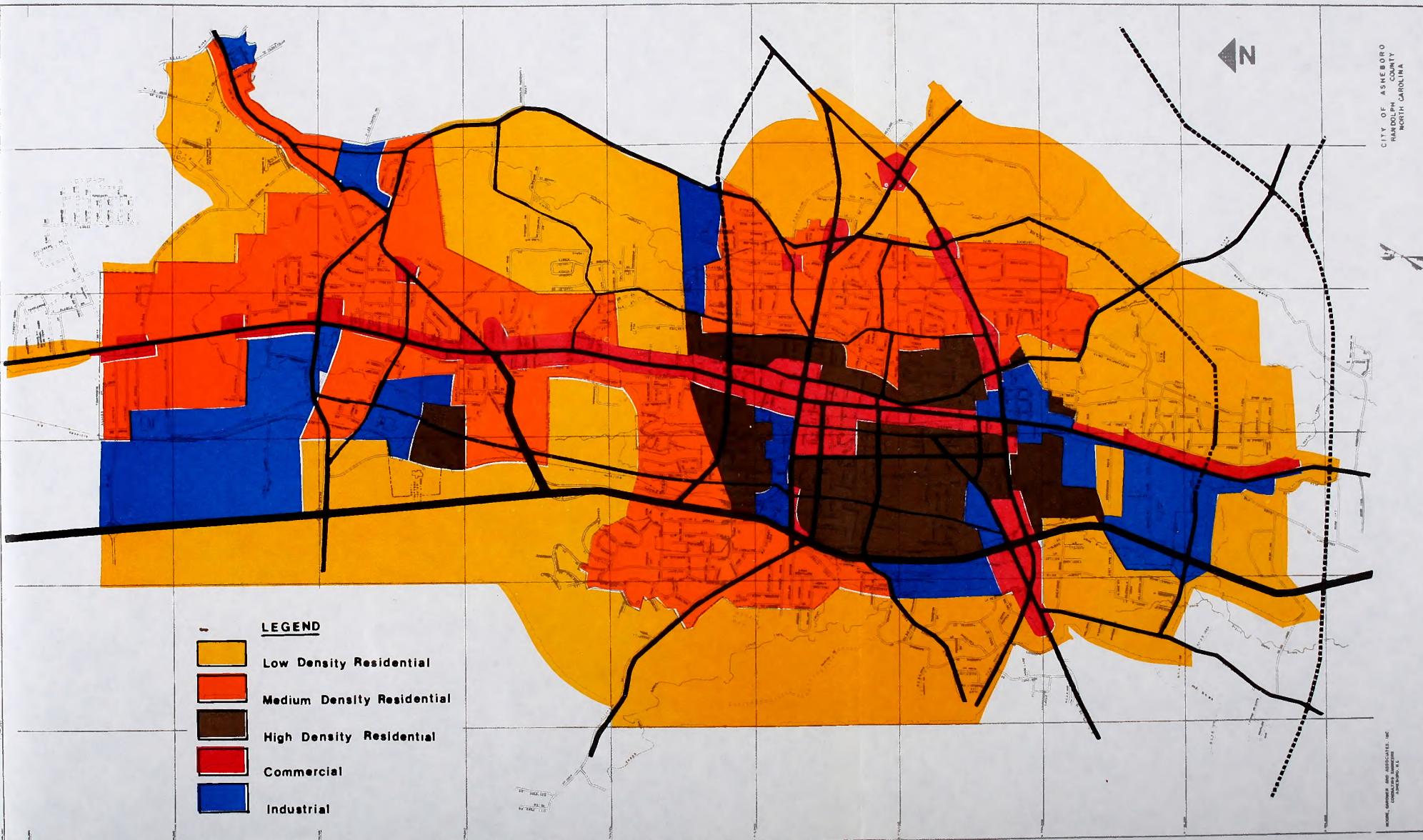
Scale: 1 mile = 1.6 km



CITY OF
ASHEBORO
NORTH CAROLINA

LAND DEVELOPMENT
and
SKETCH THOROUGHFARE PLAN

000 500 1000 1500 2000 2500 3000 3500 4000



CITY OF ASHEBORO
RANDOLPH COUNTY
NORTH CAROLINA

HORN, GARDNER & ASSOCIATES, INC.
CONTRACTORS
ASHEBORO, N.C.

